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burned as rapidly as possible. Those removed from infected localities are housed and held under observation in buildings and camps at Kaakako and Kalihi, and it is hoped that the situation will soon show signs of improvement.

All vessels leaving here for United States ports are fumigated with sulphur dioxide, and the effects of the crews also treated in a similar manner.

All of the sailing vessels leaving here for coast ports require from fifteen days to twenty days to make the passage.

Article IX, Quarantine Laws and Regulations of the United States, November 13, 1899, will be enforced as far as possible.

The Hawaiian council of State has appropriated \$250,000 to combat the plague.

The steamship *Australia* is the only steamer calling here that will take passengers, and they will undergo fifteen days' detention before departure. No steerage is taken by any of the steamers, only cabin passengers—and they are from uninfected parts of the city—by the *Australia*.

The *Moana* passed here for San Francisco on the 5th instant, but would not take even mail from Honolulu.

The *China* arrived to-day from the Orient, and takes mail from here, but no passengers or freight. Many of the sugar vessels will not come to Honolulu, but take cargo directly from uninfected ports on the other islands.

Up to date there have been recorded 19 deaths from plague.

Respectfully,

D. A. CARMICHAEL,
Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

[Cablegram.]

HONOLULU, H. I., *January 12, 1900,*
Via San Francisco, January 19, 1900.

Five cases of plague reported since January 8; 23 deaths since December 12.

CARMICHAEL,
Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

IRELAND.

Report from Queenstown and Londonderry.

QUEENSTOWN, IRELAND, *January 9, 1900.*

SIR: I have the honor to transmit herewith a copy of a letter I received from the United States consular agent at Londonderry, Ireland. Mr. Swiney informs me that passengers to the United States from the North of Ireland, nearly as far south as Dublin, usually go by the way of Londonderry. I have also noticed lately in a New York paper that 1 steamer arrived there (New York) from Dublin and 1 from Belfast.

Respectfully,

J. H. OAKLEY,
Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

[Inclosure.]

LONDONDERRY, January 6, 1900.

SIR: I am in receipt of yours of the 5th instant, in regard to the number of ships touching at this port en route for the United States. I give you below the numbers since 1895, inclusive. The passengers from this port vary much. From April till the end of June I would say that the average would be about 150 of all classes, the steerage, of course, predominating. On 1 steamship in April last we embarked 503, all classes, while before the end of May the numbers had dwindled down to 20 and sometimes 30 and often not over 15. When the number falls under 12 they are generally sent to Glasgow where they embark and the ship does not call at this port. The ships calling here are all from Glasgow, those from Liverpool going via Queenstown.

This winter has been particularly dull in shipping, only a ship calling once in two or three weeks, owing not only to the scarcity of emigrants, but on account of the ships having been nearly all taken as transports. The withdrawal for the past two or three years of the Canadian mail steamers, which made Portland, Me., their terminal port in winter, has also caused a falling off in the number of ships for the United States, they now going to St. Johns.

I shall be happy to give you any other information in my power if you require such.

Number of vessels calling at this port were in 1895, 91 steamships with passengers, and 4 vessels without passengers; 1896, 92 steamships with passengers and 4 vessels without passengers; 1897, 81 steamships with passengers and 4 vessels without passengers; 1898, 67 steamships with passengers and 4 vessels without passengers; 1899, 60 steamships with passengers and 2 vessels without passengers. With the exception of 2, sailing without passengers, all were sailing vessels, going out in ballast.

Respectfully,
Dr. J. H. OAKLEY.

P. T. RODGERS.

ITALY.

Report from Genoa.

GENOA, ITALY, January 8, 1900.

SIR: I have the honor to transmit the following report of the transactions of the Service at this port for the week ended January 7:

January 4, steamer *Auguste Victoria*, Hamburg-American Line, bound for New York via Naples; 41 cabin and 49 steerage passengers, with 40 pieces of baggage, taken on here, were inspected and passed; steamer *Tartar Prince*, with light cargo, for New York, 9 steerage passengers and 11 pieces of baggage inspected and passed. A steerage passenger, recently from Trieste, having a temperature of 39° C., was detained for observation.

The following vessels were inspected and given bills of health on January 6: The bark *Pax*, Dutch, in ballast, for New York; steamship *Sicilia*, Italian, light cargo of oils, for New Orleans, La.

The general health of the community may be said to be excellent, though scarlet fever and measles are prevalent among children. A case of variola was reported in December.

Respectfully,

RUPERT BLUE,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL.

*U. S. Marine-Hospital Service.**Reports from Naples.*

NAPLES, ITALY, January 10, 1900.

SIR: I have the honor to report that for the week ended January 10, 1900, bills of health were issued to the following ships:

January 10, to the steamship *Auguste Victoria*, of the Hamburg-American Line, bound with passengers and cargo for New York. There were inspected and passed 11 cabin and 434 steerage passengers and 106 pieces of large and 456 pieces of small baggage. January 5, to the